

laying nets and fleet moorings before getting underway on the 28th and heading for Saipan to prepare for the upcoming Okinawa invasion.

After a brief period spent in the Leyte Gulf staging area, *Abele* arrived off Kerama Retto on 26 March to begin laying net defenses. Although she was attacked by Japanese suicide boats and aircraft during the next seven weeks, she suffered no damage. On 18 April, the ship assisted in the downing of one enemy airplane. On 12 May, she sailed to Nagagusuku Wan, Okinawa, and assisted in laying five miles of heavy antitorpedo nets across the harbor entrance. She also claimed credit for downing one Japanese "Val" on 11 June.

Abele was ordered to Tinian on 5 August to recover the antitorpedo net located there. Following the formal Japanese surrender early in September, the ship got underway to return to the west coast of the United States. She reached San Francisco, Calif., in late November. *Abele* was decommissioned on 1 March 1946; her name was struck from the Navy list on 28 March 1946; and the vessel was transferred to the Maritime Commission for disposal on 7 May 1947.

Abele won one battle star for her World War II service.

Abele, Mannert L. see Mannert L. *Abele* (DD-733)

Abeona

A goddess cultivated in the Roman Republic and to whom families entrusted their children.

(StwStr: t. 206; l. 157'; b. 31'; dph. 4'; a. 2 30-pdr. P.r., 2 74-pdr. sb., 2 12-pdr. r.)

Abeona—a stern wheel steamer built in 1831 at Pittsburgh, Pa.—was purchased by the Navy on 21 December 1864 at Cincinnati, Ohio; converted to a so-called "tinclad" gunboat at Mound City, Ill., and commissioned there on 10 April 1865—the day after General Robert E. Lee surrendered in Virginia—Acting Master Samuel Hall in command.

From that day, the gunboat performed patrol and guard duty on the Mississippi River and its tributaries—primarily in the Mississippi Squadrons Fifth (the Mississippi between Natchez and Vicksburg) and the Tenth (the Cumberland and Upper Ohio) Districts. After all organized Confederate resistance ceased and the South had begun its painful and uncertain return to a peaceful way of life, *Abeona* was decommissioned, at Mound City, on 4 August 1865.

She was sold there on 11 August 1865 to J. A. Williamson *et al* and was redocumented under the same name on 17 October 1865. The veteran stern wheeler operated on the Mississippi and its branches until she caught fire at Cincinnati on 7 March 1872 and was destroyed.

Abercrombie

William Warner Abercrombie—born in Medford, Oreg., on 24 July 1914—enlisted in the Naval Reserve as a seaman 2d class at Kansas City, Kansas, on 27 August 1940. After undergoing elimination flight training at the Naval Reserve Aviation Base, Kansas City, from 16 September to 5 October, Abercrombie received an honorable discharge the day before Christmas, 1940, to accept an appointment as an aviation cadet, USNR, on 27 December. Three days later, the fledgling flyer arrived at the Naval Air Station (NAS), Pensacola, to begin his formal flight training.

Abercrombie underwent further instruction at NAS, Miami, before he won his wings on 10 July 1941. Shortly thereafter, after receiving his ensign's stripe on 4 August 1941, he arrived at NAS, Norfolk, for temporary duty. There he joined Torpedo Squadron (VT) 8, established at NAS, Norfolk, on 2 September 1941 under the command of Lt. Comdr. John C. Waldron.

Comprising part of the air group of the aircraft carrier *Hornet* (CV-8), VT-8 trained under its veteran commanding officer during the waning weeks of peace. The squadron remained as one unit until February 1942, two months after the Japanese attack on the Pacific Fleet at Pearl Harbor that threw the United States into global war, when it was divided into two groups—one that

remained ship-based under Waldron, one that traveled to the Grumman aircraft plant on Long Island to take delivery of new aircraft. Abercrombie—nicknamed "Abbie" by his squadronmates—remained with the former.

"Torpedo 8" operated from *Hornet* as the ship sailed from the Atlantic to the Pacific, via the Panama Canal, from February to March. During the westward voyage toward the Japanese homeland occasioned by the Halsey-Doolittle mission in the spring of 1942, VT-8's Douglas TBD-1 "Devastator" torpedo planes remained below on the hangar deck, sharing that space with *Hornet*'s squadrons of dive and scout bombers and fighters—all available deck space on the flight deck taken up by the 16 North American B-25 bombers that would bomb Tokyo and other Japanese cities. Only after Doolittle's men had winged their way toward Nippon's sacred soil did *Hornet* have the ability to launch her own planes in her own defense. Later that spring, VT-8 voyaged with the ship as she proceeded toward the South Pacific in company with near-sister *Enterprise* (CV-6), arriving in the vicinity too late to participate in the Battle of the Coral Sea (4 to 8 May 1942) that began the reversal of Japanese fortunes in that theater of war.

Thus after months of training and patrols, the squadron still had not yet had a chance to test its skill in what it had been trained to do—carry out a torpedo attack on enemy ships. Late in May, however, after American cryptanalysts had pinpointed Japanese intentions on Midway, *Hornet* and *Enterprise*, together with their screening ships, proceeded toward that key atoll, joined later by *Yorktown* (CV-5) and her screen.

On the morning of 4 June 1942, after having given his men a relaxed routine of "no school and unnecessary work" on the first few days of the passage outward-bound from Pearl Harbor, Waldron led 15 TBD-1's, one piloted by Abercrombie, from *Hornet*'s flight deck. He located the Japanese carrier force and although he knew full well that the planes had used up enough fuel to prevent their safe return to the ship, led them in on their torpedo runs. "Torpedo 8" pressed home a desperate and gallant attack in the face of "Zero" fighters and heavy anti-aircraft fire, but suffered grievously. All 15 planes were shot down. Of the thirty men manning them, only Ens. George H. Gay, Jr., USNR, survived. For his part in the gallant attack, Ens. Abercrombie received a Navy Cross, and a share of VT-8's Presidential Unit Citation, posthumously.

(DE-343: dp. 1,350; l. 306'0"; b. 36'7"; dr. 13'4"; s. 24.3 k.; cpl. 222; a. 2 5", 4 40mm., 10 20mm., 2 det., 8 dep., 1 dep. (hh.), 3 21" tt.; cl. *John C. Butler*)

Abercrombie (DE-343) was laid down on 8 November 1943 at Orange, Tex., by the Consolidated Steel Corp.; launched on 14 January 1944; sponsored by Mrs. C. W. Abercrombie, mother of the late Ens. Abercrombie; and commissioned at her builder's yard on 1 May 1944, Lt. Comdr. Bernard H. Katschinski, USNR, in command.

The destroyer escort spent the first three weeks of May in the vicinity of Galveston, Tex., either at sea in the Gulf of Mexico testing her ordnance and equipment or in port receiving finishing touches in preparation for shakedown training. She conducted her shakedown cruise in the British West Indies late in May and early in June before putting into Boston on the 25th for post-shakedown repairs. Eleven days later, *Abercrombie* headed south to Norfolk where she stopped over on the night of 7 and 8 July. From there the warship took departure for Aruba, a Dutch island off the coast of Venezuela, and a transshipment and refining center for Venezuelan crude oil, in company with *Walter C. Wann* (DE-412), *Chepachet* (AO-78), and *Salamonie* (AO-26). *Abercrombie* and *Walter C. Wann* shepherded the two oilers into port at Aruba late in the evening of 15 July. Two days later after the oilers loaded cargo, the convoy put to sea again.

After seeing *Chepachet* and *Salamonie* safely to the Panama Canal, *Abercrombie* began two weeks of patrol and escort duty in the Caribbean Sea that ended on 1 August when she entered the canal. Following two days of liberty at Balboa, the destroyer escort got underway for San Diego where she arrived on the 11th. On 22 August, *Abercrombie* set sail for Hawaii, arriving at Pearl Harbor a week later. For three weeks, the warship conducted training exercises with escort carriers in the Hawaiian Islands before putting to sea on 19 September to escort *General W. F. Hase* (AP-146) to Manus in the Admiralty Islands.

Abercrombie and her charge entered Seeadler Harbor at Ma-

nus on 30 September. The destroyer escort remained there for two weeks. On 14 October, she returned to sea and joined the screen of an escort carrier task group on its way to provide close air support for the amphibious landings at Leyte in the Philippine Islands. After rendezvousing with a large convoy of amphibious ships and merchantmen off Hollandia on the northern coast of New Guinea, *Abercrombie's* group set course for the Philippines. The convoy arrived in Leyte Gulf on 20 October not long after the troops had made the initial landings. Leaving the reinforcement convoy in Leyte Gulf, *Abercrombie* escorted the small carriers to their operating area east of the Philippines.

For the next five days, the destroyer escort screened the carriers against submarine and air attack while their aviators supported the troops on Leyte with close support and interdiction sorties. While not actually engaged in any of the three phases of the Battle for Leyte Gulf fought on 24 and 25 October, *Abercrombie* was close enough for her crew to watch some portions of the phase known as the Battle off Samar on 25 October when a Japanese surface force of battleships, cruisers, and destroyers made a surface gun attack on the escort carriers, destroyers, and destroyer escorts of the northernmost elements of her Task Group (TG) 77.4.

After the excitement of 25 October, the warship spent the remainder of the month screening the escort carriers. She then headed back to Manus in the Admiralty Islands where she arrived on 3 November. *Abercrombie* remained at Manus for most of November, setting sail for the northern Solomons on the 28th. After amphibious landing exercises at Cape Torokina on Bougainville and at Huon Gulf, New Guinea, she returned to Manus to make final preparations for the invasion of Luzon.

On 27 December, the destroyer escort put to sea in company with a large group of amphibious ships. For the invasion of Luzon, *Abercrombie* served as the flagship for TG 79.9, Control Group "Able," of Vice Admiral Theodore S. Wilkinson's Task Force (TF) 79, the Lingayen Attack Force. Steaming northwest to Leyte Gulf thence through the Surigao Strait, she passed through the Mindanao Sea around the southern tip of Negros and turned north to transit the Sulu Sea. From that point on to Lingayen Gulf, Japanese aircraft and midget submarines harassed the invasion force. Though enemy aircraft sank several American warships and damaged a number of others, the combat air patrol (CAP) provided a fairly effective umbrella, and only a small percentage of the raiders succeeded in penetrating the aerial shield. As a consequence, *Abercrombie's* guns remained silent throughout the passage.

On the night of 8 and 9 January 1945, the destroyer escort entered Lingayen Gulf. Early on the morning of the 9th, she steamed in close to shore to take up station as a control ship for the amphibious craft. She anchored about 4,500 yards off the main assault beaches near the town of Lingayen. During the final preinvasion bombardment, *Abercrombie's* guns opened fire on the enemy for the first time when a kamikaze dived on *Columbia* (CL-56). In spite of the defensive efforts of the ships around the cruiser, the suicide succeeded in crashing *Columbia*, the third enemy plane to do so in as many days. Not long thereafter, *Abercrombie* turned to her primary mission as landing craft of the first assault waves formed up on her for the run to the beaches. For most of the morning, landing craft lined up under her direction before starting for the shore.

By 1100, the general lack of resistance on the beaches allowed the transports and cargo ships to move inshore to complete disembarking troops and unloading supplies and equipment. That development freed *Abercrombie* of control ship duties, and she steamed out to join the antiaircraft screen for empty transports awaiting the formation of convoys for the return voyage to rear area bases. That evening, the warship stood out of Lingayen Gulf in the screen of one such convoy and escorted it by way of Leyte to Biak in the Schouten Islands. From there, *Abercrombie* carried out another convoy escort mission, seeing troops and equipment safely to Mindoro in the Philippines. The destroyer escort then voyaged to Ulithi Atoll in the Western Carolines for two weeks of rest and relaxation. At the conclusion of that interlude, she returned to Leyte where she made preparations for and trained for the invasion of the Ryukyu Islands.

On 21 March, *Abercrombie* departed Leyte with TG 51.1 as part of the screen for the Western Islands Attack Group. That unit's assignment was to secure Kerama Retto, a group of small islands located to the west of the southern half of Okinawa, before the main assault for use as a fleet anchorage, replenish-

ment area, and temporary repair facility. Her unit, therefore, went into action in the Ryukyus a week before the majority of the invasion force. For five days, she provided antiaircraft and antisubmarine protection for the naval units supporting the subjection of that group of islets. On 1 April, attention shifted to the main objective when the landing force stormed ashore on Okinawa itself. *Abercrombie* spent another five days guarding the supporting ships against attack by Japanese submarines and planes.

She cleared the Ryukyu Islands on 5 April in company with Task Unit (TU) 51.29.4 and set a course for the Marianas. The destroyer escort stopped at Saipan from 9 to 11 April and then put to sea in company with *Mustin* (DD-413) bound for Ulithi. After spending the night of 12 and 13 April at Ulithi, *Abercrombie* sortied from the anchorage on the 13th with TG 55.8 for the return voyage to Okinawa.

Arriving back in the Ryukyus on 17 April, the destroyer escort spent the next two months performing a variety of services in support of the campaign to wrest Okinawa from the Japanese. During that period, antiair defense proved to be the most pressing problem. Enemy air power in the form of both suicide and conventional raids tested the Navy's endurance nearly to the limit. Ships such as *Abercrombie* patrolling the radar picket stations surrounding Okinawa provided early warnings of incoming air raids and bore the brunt of those onslaughts. The destroyer escort tangled with Japanese planes on at least 16 separate occasions, claiming two definite kills and two assists. When not standing watch on a radar picket station, *Abercrombie* conducted antisubmarine searches, rescued downed American airmen, and provided escort services to a variety of ships.

On 14 June, the warship departed the Ryukyus in company with TU 31.29.8, bound for the Marianas. She arrived at Saipan four days later and remained there, undergoing routine maintenance while her crew enjoyed some respite from the rigors of duty at Okinawa, until the end of the month. *Abercrombie* returned to sea on 1 July to proceed independently to Okinawa. She reached her destination on Independence Day 1945 but remained there only two days. On 6 July, she cleared the Ryukyus as a unit of TF 32 to join the 3d Fleet in its rampage through Japanese home waters. Over the ensuing three weeks, she screened the larger units of the fleet against a submarine threat that probably did not exist and sank mines. On 31 July, *Abercrombie* returned to Okinawa and resumed antiaircraft and antisubmarine defense duties for a week.

The warship took departure from Okinawa once again on 8 August and shaped a course for Leyte in the Philippines. She entered San Pedro Bay at Leyte on the 11th and commenced a nine-day maintenance period. *Abercrombie* stood out of San Pedro Bay on 20 August and headed back to Okinawa. She stayed in the vicinity of Okinawa from 23 August to 9 September and then embarked upon a voyage to escort occupation forces to Korea. She arrived in Jinsen (now Inchon), Korea, on the 15th and departed again on the 17th. The warship made a three-day stopover at Okinawa between 19 and 22 September and then headed for occupation duty in Japan. *Abercrombie* entered Wakanoura Wan, Honshu, on 24 September, and began six weeks of duty in support of the forces occupying Japan. On 4 November, the destroyer escort concluded her assignment in Japan and laid in a course for the United States. Steaming by way of Pearl Harbor, she entered port at San Pedro, Calif., on 21 November and began preparations for inactivation.

Early in 1946, *Abercrombie* was towed to San Diego where she was placed out of commission on 15 June 1946. Berthed with the San Diego Group, Pacific Reserve Fleet, the destroyer escort remained inactive there until sometime in the mid-1950's when she was moved to Bremerton, Wash. On 1 May 1967, her name was struck from the Navy list. In November, she was towed back to San Diego and, on 7 January 1968, the warship was sunk as a target by the guns, missiles, and aircraft of a task group built around *Bon Homme Richard* (CVA-31).

Abercrombie earned four battle stars during World War II.

Aberdeen

Soon after the United States entered World War I, the Navy inspected most privately owned American ships for possible acquisition. One such vessel, *Aberdeen*—a steel-hulled steam-

ship which had been built at Seattle, Wash., in 1912—was found to be suitable for naval service and was assigned the identification number, Id. No. 763. However, no record of her actual acquisition by the Navy has been found.

Abilene

A city in the state of Kansas.

(PF-58: dp. 2,100; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20.3 k.; cpl. 176; a. 2 3", 4 40mm., 4 20mm., 2 dct, 8 dep; cl. *Tacoma*; T. S2-S2-AQ1)

Bridgeport was laid down under a Maritime Commission contract (MC hull 1465) on 6 May 1943 at Superior, Wis., by the Globe Shipbuilding Co.; launched on 21 August 1943; sponsored by Mrs. Thomas F. Rogers; acquired by the Navy on 31 May 1944; renamed *Abilene* (PF-58) on 28 June 1944; and commissioned at New Orleans, La., on 28 October 1944, Lt. Comdr Chester I. Steel, USCG, in command.

Following shakedown at Bermuda, *Abilene* steamed to Argentina, Newfoundland, where she joined the North Atlantic Weather Patrol. She operated on this station through May 1945, conducting weather observations and rendering navigational assistance to airplanes.

After a brief period of upkeep at Boston, Mass., *Abilene* assumed air-sea rescue duties in the Atlantic in June 1945. As a member of Task Group 24.5, the patrol vessel collected weather data while serving as a planeguard along the air routes between Europe and the United States.

Abilene was decommissioned at New Orleans on 21 August 1946. Her name was struck from the Navy list on 13 November 1946. The ship was sold to the government of the Netherlands on 5 May 1947.

Ability

I

(PYc-28: dp. 280; l. 133'; b. 21'6"; dr. 8'; s. 13 k; cpl. 43; a. 1 20mm., 2 dct)

On 12 March 1942, *Reomar IV*—a yacht built in 1926 by the Defoe Boat and Motor Works, Bay City, Mich.—was purchased by the Navy from R. E. Olds and renamed *Ability* (PYc-28). The vessel was converted for naval service by the Sturgeon Bay Shipbuilding & Drydock Co., Sturgeon Bay, Wis.; and commissioned on 28 September 1942, Lt. (jg.) Lloyd R. Walker in command.

After a brief period of shakedown training, *Ability* reported in November 1942 to Commander, Eastern Sea Frontier, and through the late autumn and winter performed patrol duty. Between March 1943 and September 1944, *Ability* was attached to the Fleet Sound School, Key West, Fla. There, she participated in antisubmarine warfare training exercises and carried out harbor guard duties.

The ship was decommissioned on 29 September 1944 and placed in an "in service" status for duty as a naval reserve training ship at Tompkinsville, N.Y. *Ability* was placed out of service on 19 September 1945 and was struck from the Navy list on 1 October 1945. She was turned over to the Maritime Commission for disposal on 18 May 1946.

II

(MSO-519: dp. 934; l. 190'; b. 36'; dr. 12'; s. 15 k.; cpl. 83; a. 1 40mm, 2 50-cal mg.; cl. *Ability*)

The second *Ability* (MSO-519) was laid down on 5 March 1956 at Sturgeon Bay, Wis., by Peterson Builders, Inc.; launched on 29 December 1956; sponsored by Mrs. Henry P. Williams; ferried to Boston—via the Great Lakes and the St. Lawrence River; fitted out at the Boston Naval Shipyard; and commissioned there on 4 August 1958, Lt. Comdr. W. L. Hough in command.

Following outfitting, the minesweeper put to sea on 28 August—bound for Charleston, S.C.—and, on the 29th, reported for duty with Mine Squadron (MinRon) 4. She remained at

Charleston until embarking upon her shakedown cruise on 17 September. The ship conducted that training out of Guantanamo Bay, Cuba, and returned to Charleston on 20 October. She served with Mine Division (MinDiv) 45, operating out of Charleston through the end of 1958 and the first six months of 1959. On 1 July 1959, she was transferred to MinDiv 85 as its flagship. *Ability* continued to operate out of Charleston, primarily in support of the Naval Mine Warfare School. She also occasionally provided support services to the Naval Ordnance Laboratory Test Facility located at Port Everglades, Fla., and to the Naval Mine Defense Laboratory at Panama City, Fla. When not engaged in those duties, she conducted independent ship's exercises and type training along the east coast and in the West Indies.

Ability served as a close recovery vessel in May 1961 during the "Freedom 7" space shot. For the last two months of 1962, she supported the quarantine of Cuba brought about by the siting of offensive Soviet missiles on that island. She began that duty patrolling the Windward Passage but concluded it as a harbor defense ship for the American base at Guantanamo Bay.

The year 1963 began normally for *Ability* with operations out of Charleston in support of the Naval Mine Warfare School and the Naval Mine Defense Laboratory. That autumn, however, she added a new dimension to her operations which would remain a facet of her service for the remainder of her career. Late in September, the minesweeper stood out of Charleston bound for the Mediterranean Sea and her first tour of duty with the 6th Fleet. On 5 October, she reported for duty with the Commander, 6th Fleet, at Rota, Spain. *Ability* spent the next four months conducting minesweeping exercises, supporting amphibious landing exercises, and visiting various Mediterranean ports. On 12 February 1964, she completed turnover ceremonies at Rota, shaped a course for Charleston, and arrived back in her home port on 1 March 1964.

For the remainder of 1964 and all of 1965, she conducted operations out of Charleston in support of the Naval Mine Defense Laboratory and made voyages along the east coast and to the West Indies to participate in various exercises and to engage in refresher training. Her highlight of 1965 came in December when she provided support services for the "Gemini 6" and "Gemini 7" space shots.

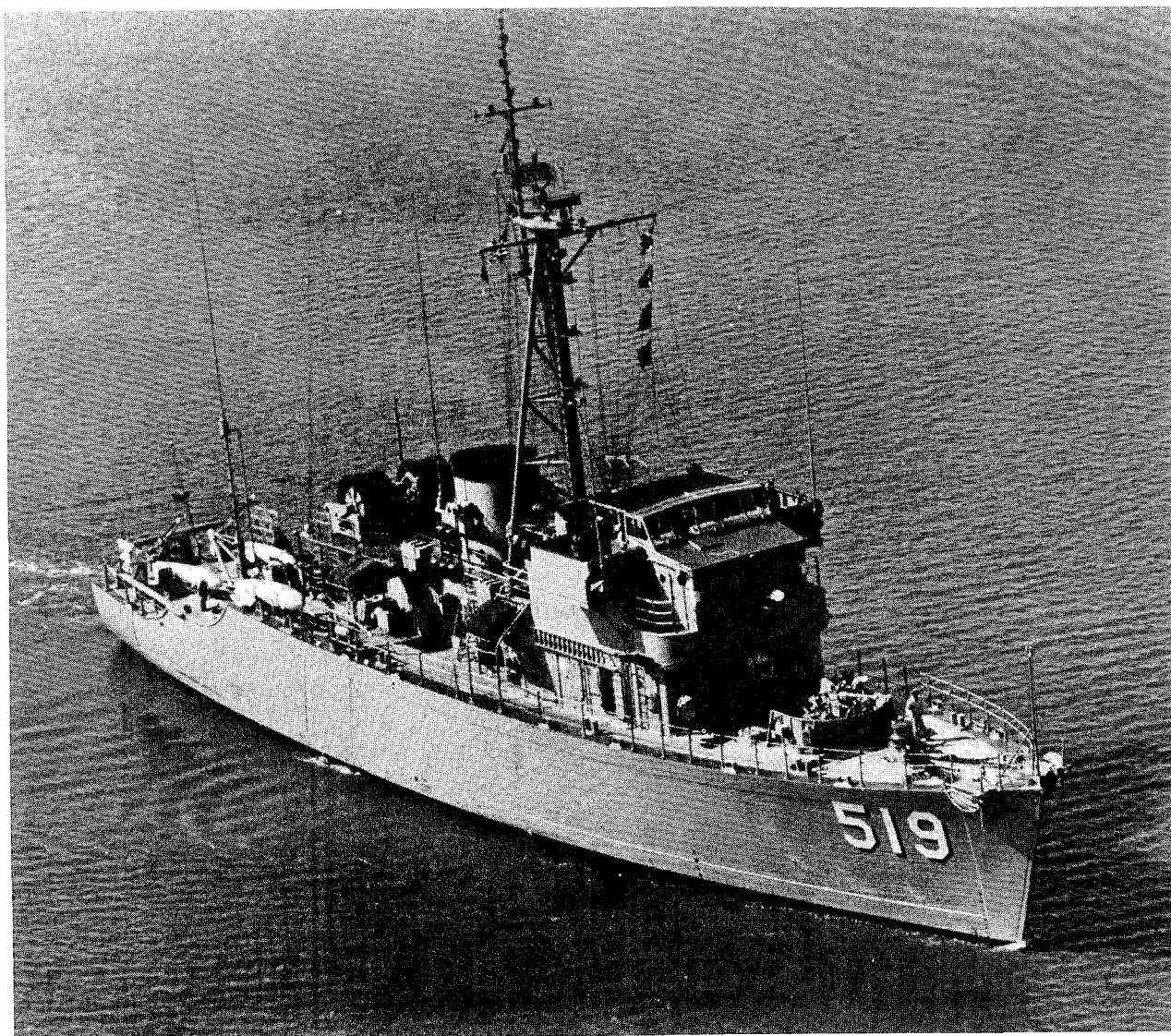
Early in 1966, *Ability* embarked upon another assignment with the 6th Fleet. In February, soon after her arrival in the Mediterranean, she participated in the search for an American nuclear device lost when two Air Force planes, a B-52 bomber and a KC-135 cargo plane, collided in midair. Otherwise, the deployment consisted of the usual exercises and port visits. *Ability* returned to Charleston on 13 July 1966 and resumed services to the Mine Defense Laboratory and the Mine Warfare School. That employment lasted until 11 May 1967, when she shaped a course for Montreal, Canada, to make a goodwill visit to the world's fair at that city, Expo '67. After also visiting Quebec, the minesweeper resumed her normal duties at Charleston on 9 June 1967. On 25 July 1968, *Ability* embarked upon her final Mediterranean cruise. The assignment lasted until late November and consisted of normal 6th Fleet operations—exercises, port visits, and Soviet ship surveillance missions. On 30 November, she departed Gibraltar bound for the United States. The minesweeper reentered Charleston harbor on 15 December and began a holiday leave and upkeep period. During 1969 and the first five months of 1970, *Ability* busied herself with normal east coast and West Indies operations.

In June of 1970, she was placed out of commission to undergo extensive repairs and modifications at Todd Shipyards Corp. in Brooklyn, N.Y. The contract for her rehabilitation, however, was terminated on 16 October 1970 as a result of Department of the Navy force level decisions. Determined to be excess to the needs of the Navy, *Ability* was struck from the Navy list on 1 February 1971. She was subsequently sold for scrapping.

III

(AFD-7: dp. 1,200; l. 288'0"; b. 64'0"; w. 45'0" (clear inside); dr. 3'3" (lt.), 31'4" (flooded); cap. 1,900 tons)

The construction of *AFD-7*—a one-section, steel, floating drydock built at Eureka, Calif., by the Chicago Bridge and Iron Co.—was begun sometime early in 1943 and was completed in April 1944. The small, non-self-propelled auxiliary floating dry



Ability (MSO-519), underway near the Charleston (S.C.) Naval Shipyard, 23 March 1959. Visible on the after portion of the ship is her minesweeping gear, including the otters visible on her main and forecastle decks, and the reels of alloy cable. (NH 96645)

dock was then towed to the east coast for duty at the United States Coast Guard base at Curtis Bay, Md., where she began a long career of docking small naval combatants—up to the size of destroyer escorts—for hull repairs.

At the end of World War II, the vessel returned to the Pacific and proceeded via Pearl Harbor to Guam. While serving there, she was redesignated *AFDL-7* in August 1946. Following brief operations at the naval operating base at Guam, *AFDL-7* was taken out of service on 1 January 1947 and laid up with the Pacific Reserve Fleet. Some time in 1948, she was towed back to Hawaii and laid up at Pearl Harbor. New Year's Day 1950 found her at the Long Beach (Calif.) Naval Shipyard for repairs which lasted into the following year. Two years later, she was back at Pearl Harbor—still inactive. She was inactive, in reserve, there until June 1970 when she was transferred, on loan, to the Army for service in South Vietnam. In October 1971, the small dry-dock was returned to the United States Navy and laid up at Guam. On 1 January 1973, she was reactivated and served at various advanced Pacific bases. She remained in this status through 1980. During this period of service, *AFDL-7* was named *Ability* on 7 June 1979. While at Guam, she was taken out of ser-

vice early in 1981. Her name was struck from the Navy list on 15 February 1981. She was slated to be sold; but no record of her subsequent fate has been found.

Abinago

A Navajo Indian word meaning "in the morning."

(YTB-493: dp. 240; l. 100'0"; b. 25'0"; dr. 10'0"; s. 11 k.; cpl. 10; cl *Pessacus*)

Abinago (YTB-493) was laid down on 25 September 1944 at Brooklyn, N. Y., by Ira S. Bushey and Sons; launched on 22 December 1944; and delivered to the Navy on 14 June 1945.

Placed in service with the 1st Fleet, the tug served on the west coast until May of 1947, when she was placed in reserve at San Diego. By January 1949, the ship had moved to the 15th Naval District in Panama but apparently remained in reserve. In October 1950, she was placed back in service for duty in the 5th Naval District, based at Norfolk. Late in 1958, *Abinago* was

reassigned from the 5th Naval District to "advanced bases, Atlantic." However, extant records reveal no specific facts concerning her duties. During her somewhat over eight years in that assignment, the vessel was reclassified a medium harbor tug in February 1962 and simultaneously redesignated YTM-493.

Abinago was in the Atlantic Inactive Fleet between March 1967 and February 1968 and then resumed active service with the Atlantic Fleet. In 1973, the tug was listed as active in the 5th Naval District but preparing for inactivation. Her name was struck from the Naval Vessel Register on 1 May 1975 and she was turned over to the Government Services Administration for disposal. Sold to the University of Georgia Institute of Natural Resources, she was transferred on 21 November 1975.

Abingdon

A town located in southwestern Virginia, about 15 miles northwest of Bristol, and the seat of government for Washington County.

(PC-1237: dp. 280; l. 173'8"; b. 23'0"; dr. 10'10"; s. 20.2 k. (tl.); cpl. 65; a. 1 3", 2 20mm., 2 dep., 2 dct.; cl. PC-461)

PC-1237 was laid down on St. Valentine's Day 1943 at Morris Heights, N.Y., by the Consolidated Shipbuilding Corp.; launched on 3 April 1943; sponsored by Mrs. David Challinor; and commissioned at the New York Navy Yard on 26 July 1943, Lt. J. F. Weller, Jr., USNR, in command.

After fitting out, PC-1237 departed New York on 10 August 1943 for New London, Conn., arriving there the following day. The subchaser then conducted tests under the auspices of the Bureau of Ships for the Underwater Sound Laboratory at New London for the remainder of August. PC-1237 cleared that port on 1 September 1943 for points south; proceeding via Tompkinsville, the ship reached Miami soon thereafter and commenced shakedown training. She completed these evolutions early in October and, proceeding by way of Key West arrived in Guantanamo Bay, Cuba, on 12 September.

PC-1237 began escorting convoys between Guantanamo Bay and Trinidad, soon thereafter, occasionally touching at Kingston, Jamaica, and San Juan, Puerto Rico, during that time period. She performed that duty until early in 1945. At the beginning of February 1945, the subchaser was reassigned to temporary duty conducting tests at Antigua for the Naval Research Laboratory, an assignment that occupied her through the remainder of World War II and the early months of 1946. Late in this period, she visited Fredericksted, St. Croix, in the Virgin Islands, for a port call on Navy Day 1945.

On 24 May 1946, PC-1237 departed San Juan and began a voyage that took her northward along the east coast of the United States, touching at Miami and Norfolk en route, and then up the St. Lawrence River to the Great Lakes. There, the ship began training naval reservists of the 9th Naval District.

PC-1237 continued naval reserve training duty until she was placed out of commission, in reserve, in October 1949, and was berthed at Norfolk with the Atlantic Reserve Fleet for almost a decade. During that time, in February 1956, she was named *Abingdon*. Her name was struck from the Navy list on 1 April 1959, but her subsequent fate is not known.

Abiqua

(T-AO-158: t. 10,536; l. 504'0"; b. 68'2"; dph. 39'2"; T. T2-SE-A1)

Abiqua (MC hull 548) was laid down on 18 June 1943 by the Alabama Drydock and Shipbuilding Co., Mobile, Ala.; launched on 22 September 1943; sponsored by Mrs. George Bliss Jones; and delivered to the Cities Service Company for operation on 31 October 1943.

Abiqua was among the ships transferred by the Maritime Administration to the Navy in response to the Suez crisis of 1956. She was accepted by the Military Sea Transportation Service (MSTS) on 21 December 1956 but operated for MSTS by a civilian crew under contract with a commercial firm listed as Matralines, but not further identified.

As the crisis subsided, *Abiqua* was returned to the Maritime

Administration and struck from the Navy list on 30 September 1957. Following her deactivation, *Abiqua* returned to the Alabama Drydock and Shipbuilding Co., Mobile, Ala. The afterpart of *Abiqua* was joined to the forepart of SS *Windsor* (formerly *Bear Paw*) to form a dry cargo ship which retained the name *Abiqua*. The old forepart of *Abiqua* was joined to the afterpart of *Windsor* to form a storage vessel which was renamed *Bear Paw*. The bow and midbody from *Abiqua* were towed to the Bethlehem Steel Co., at Beaumont, Tex., and converted into a tank barge, which was renamed *Tide Mar XIX*.

Abnaki

A confederation of tribes of Algonquin Indian stock that inhabited the region surrounding the border between what is now the state of Maine and Canada.

(ATF-96: dp. 1,240; l. 205'0"; b. 38'6"; dr. 15'4"; s. 16.5 k. (tl.); cpl. 85; a. 1 3", 2 40mm.; cl. *Abnaki*)

Abnaki (ATF-96) was laid down on 28 November 1942 at Charleston, S.C., by the Charleston Shipbuilding & Drydock Co.; launched on 22 April 1943; sponsored by Mrs. James Mayon Jones; and commissioned at the Charleston Navy Yard on 25 November 1943, Lt. Dewey Walley in command.

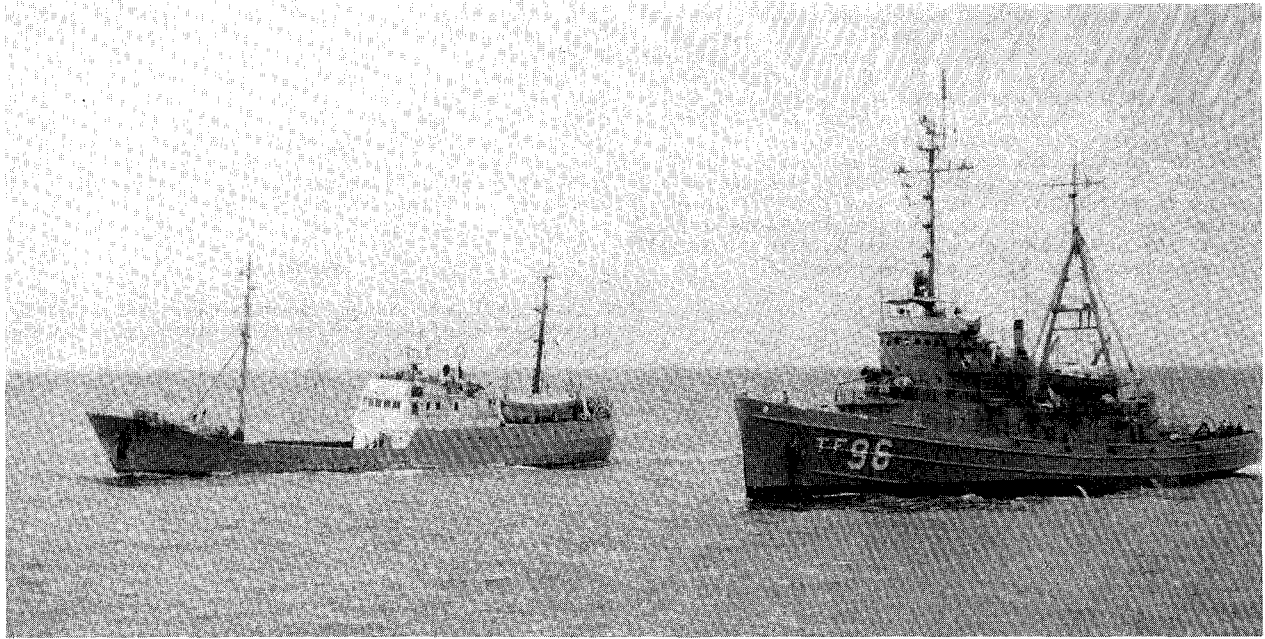
The fleet ocean tug completed shakedown in Chesapeake Bay on 10 December and began operating with the Atlantic Fleet. She conducted towing operations up and down the eastern seaboard of the United States until the spring of 1944. On 28 May of that year, she got underway from Norfolk, Va., bound for Oran, Algeria. On 4 June, however, while in the vicinity of the Azores, *Abnaki* received orders to rendezvous with Rear Admiral Daniel V. Gallery's Task Group (TG) 22.3 built around *Guadalcanal* (CVE-60). That task group had just succeeded in capturing the German submarine *U-505*, and *Abnaki* was to tow her to Bermuda. She arrived there with the prize on 19 June and remained 10 days before shaping a course for New York.

The tug spent the early days of July in New York and stood out to sea on the 11th, towing barges in an Oran-bound convoy. She returned to New York on 19 August having towed the French warship *Senegalaise* from Oran. From 19 September to 5 December 1944, *Abnaki* made a round-trip voyage to Great Britain. During that mission, she towed barges and tank landing ships. On the return leg of that voyage, the ship made stops at Reykjavik, Iceland; and Argentia, Newfoundland; before returning to Norfolk. During January and February 1945, she again steamed to Oran and returned to Norfolk for repairs in preparation for duty with the Pacific Fleet.

On 24 April 1945, *Abnaki* passed between Capes Henry and Charles on her way to her new assignment. She arrived in the Canal Zone on 9 May, transited the canal, and continued her voyage from Balboa on the 16th with an Army dredge in tow. The tug arrived in San Diego, Calif., on 2 June and remained for five days. On the 7th, she took the dredge in tow once again and weighed anchor for the Central Pacific. After a stop at Pearl Harbor, Hawaii, the fleet tug entered the lagoon at Kwajalein Atoll in the Marshall Islands on 25 July and discharged her tow. The following day, she got underway again and proceeded to Eniwetok Atoll, also in the Marshalls.

Abnaki remained there through the end of hostilities. Early in October, she shifted north to join the forces occupying Japan. That mission lasted through the end of 1945 and the first six months of 1946. On 6 July, the fleet tug departed Japanese waters and proceeded to China. Following a stop at Okinawa en route, she arrived at Shanghai on 16 July and began operations between that port and Tsingtao in support of American forces in China. On 24 October, she received orders sending her to the Mariana Islands. She arrived at Guam during the second week in November and provided towing service between the Marianas and the Admiralties through the end of the year. After February 1947, the Commander, Service Force, Pacific Fleet, expanded her sphere of operations to include ports in Japan and in China. The latter ports, however, were closed to her after the communist takeover in 1949.

The tug continued to operate in Far Eastern waters while the communist tide swept over the Asian mainland engulfing not only China and Manchuria but also the northern half of Korea where the Soviet occupation forces had established a puppet



Abnaki (ATF-96) keeps the Soviet trawler *Gidrofon* under surveillance in the South China Sea, December 1967, in this view taken by Chief Photographer Neal Crowe. (K-43379)

regime under Kim Il Sung on 1 May 1948. Just over two years later, that event led to the invasion of South Korea by communist forces from the north late in June 1950. Though American units, under the auspices of a Soviet-boycotted United Nations, moved into the breach quickly, *Abnaki* did not enter the zone of combat operations for over a year. In July 1951, however, she joined Service Division (ServDiv) 31 in providing mobile logistics support to the United Nations naval task forces engaged in the conflict. *Abnaki's* direct support for United Nations forces in Korea ended in February 1952, and she resumed service in Western and Central Pacific waters somewhat removed from the designated combat zone.

Save for an overhaul or two at the Pearl Harbor Naval Shipyard, her service in the Far East and in the waters of the Central Pacific continued unbroken until 1955. After participating in evacuation of Nationalist Chinese troops and civilians from the Tachen Islands in March of that year, the tug served in the Orient for a little over three months more. On 15 July 1955, she got underway from Sasebo, Japan, for Hawaii. En route to Hawaii, the fleet tug encountered an Army ship, *FS-179*, in distress and took her in tow. The two ships arrived at Pearl Harbor on 1 August. For the next 17 months, *Abnaki* operated from that base in the mid-Pacific operating area, voyaging only as far as such outlying islands as Midway and Johnston.

Her itinerary changed late in February 1957 when she steamed to San Francisco, Calif., to take *Springfield* (CL-66) in tow for the first leg of her journey to the east coast for her conversion to a guided missile cruiser. The two ships departed San Francisco on 2 March and arrived at Rodman in the Canal Zone on the 29th. There, *Abnaki* turned her charge over to *Nipmuc* (ATF-157) and headed back to Oahu for operations in Hawaiian waters through the summer. On 17 September, the fleet tug set sail for the Far East and provided support services for units of the 7th Fleet until returning to Pearl Harbor on 27 February 1958 and resuming mid-Pacific operations. On 18 November, she stood out of Pearl Harbor for another deployment with the 7th Fleet in the western Pacific.

Upon her return to Hawaii midway through 1959, *Abnaki* took up the familiar chore of towing various types of vessels between locations in the islands and to the more distant Johnston and Midway. On 6 February 1960, she stood out of Pearl Harbor and shaped a course just a few degrees west of north. The tug arrived at Adak, Alaska, on the 14th and assisted in the salvage of *Kodiak* (LSM-161) before sailing for Oahu on 5 May.

Arriving in Pearl Harbor on 12 May, the ship resumed her mid-Pacific duties. On 3 April 1961, she embarked upon another deployment to the western Pacific. After four months of towing duties between such ports as Sasebo and Yokosuka in Japan, Ream in Cambodia, Naha and Buckner Bay at Okinawa, and Subic Bay in the Philippines, *Abnaki* returned to Pearl Harbor on 8 August.

Following a leave, upkeep, and repair period, she once again began mid-Pacific duties early in September and continued the task through the year's end. On 24 January 1962, she departed Pearl Harbor and arrived in Adak on 1 February. The fleet tug conducted local operations in the Aleutians until 20 April when she shaped a course for Seattle, Wash. Following a six-day lay-over there, *Abnaki* headed for Oahu on 4 May and arrived at Pearl Harbor on the 12th. That summer, between 23 July and 7 September, she again deployed to the Aleutians. A return to mid-Pacific operations came early in September and lasted until she moved to the western Pacific on 21 May 1963.

That four-month tour of duty consisted of the normal round of port visits and of towing services to units of the 7th Fleet. Similarly, her return to Pearl Harbor brought the familiar towing and salvage operations in the mid-Pacific operating area. That routine was broken only once, during late January and early February 1964 when she made a round-trip voyage to San Francisco. *Abnaki* spent much of 1964 in operations out of Pearl Harbor and concluded the year preparing to deploy to the western Pacific.

During the latter part of 1964, American involvement in the civil war in Vietnam began to escalate as a result of the Gulf of Tonkin incident. That development heralded a change in the nature of *Abnaki's* western Pacific deployments over the ensuing eight years. She departed Pearl Harbor with a dredge in tow on 4 January 1965 bound for Yokosuka, Japan. The dredge sank on the 19th; and, the following day, *Abnaki* entered Subic Bay in the Philippines. She operated locally out of Subic Bay until 5 March when she sailed for Vietnam. The tug served in Vietnamese waters as tender for a squadron of minecraft and conducted some patrols. She completed that assignment on 31 March and headed back to Subic Bay where she arrived on 4 April.

After eight days of upkeep at Subic Bay, she put to sea for a second tour of duty in Vietnamese waters. That mission concluded, *Abnaki* shaped a course for Hong Kong on 30 April for a liberty call from 3 to 8 May. Following a visit to Yokosuka from 14 to 20 May, the ship began the voyage back to Hawaii and

arrived at Pearl Harbor on 1 June. After a 16-day leave and upkeep period, she resumed mid-Pacific operations out of her home port.

Following a three-month overhaul, three weeks of refresher training, and almost two months of local operations, *Abnaki* departed Pearl Harbor on 29 March 1966 for the western Pacific. She stopped at Guam along the way, before arriving in Nagasaki, Japan, late in April. The fleet tug towed an Army power barge from Nagasaki to Naha, Okinawa, for 12 days of upkeep. She departed that port on 19 May and arrived in Danang, South Vietnam, on the 22d. Between 23 May and 20 June, *Abnaki* operated in the South China Sea in support of 7th Fleet ships assigned to Yankee Station and made an overnight stop at Danang on 20 and 21 June before getting underway for Hong Kong. The ship remained at the British crown colony from 25 June to 2 July and then headed for Subic Bay for an upkeep period which occupied her for the bulk of July. On 26 July, she put to sea for Yokosuka and—after a stop at Buckner Bay, Okinawa—arrived at that port on 5 August. The tug stood out of Yokosuka a week later, towing *LSSL-102*, and moored at the Army pier at Sattahip, Thailand, on the 29th. She remained in Thailand, making one liberty call at Bangkok, until 22 September. Getting underway that day, the fleet tug shaped a course for Kaohsiung, Taiwan. After nine days of upkeep at Kaohsiung, she set sail for Guam on 8 October and picked up her final tow of the deployment there on 16 October before steaming on toward Vietnam. She anchored off Vung Tau on Navy Day 1966, transferred her charge, and then got underway on 28 October to return home via Sasebo and Yokosuka.

The beginning of 1967 saw her resume local operations between Hawaii and the outlying islands. During the first three weeks in May, the fleet tug made a round-trip voyage to Seattle, Wash. After returning, *Abnaki* carried out mid-Pacific towing duties until mid-August. On the 18th, she exited Pearl Harbor on her way back to the Far East. Following stops at Guam and Subic Bay, the ship arrived at Danang on 15 September, took up duty on trawler surveillance patrol on Yankee Station, and spent most of the following month shadowing the Soviet trawler *Ampermetr*. Relieved on 15 October, *Abnaki* proceeded to Kaohsiung, Taiwan. On the way, however, she encountered Typhoon "Carla" and had to detour. Later, she went to the assistance of an Army tug towing a crane. When the Army vessel suffered mechanical difficulties that forced her to cut loose the crane to save herself, *Abnaki* brought the crane in safely. Next, she spent six days of rest and relaxation at Hong Kong before returning to Subic Bay for a three-week upkeep period.

Abnaki departed Subic Bay on 25 November and set course for Vietnam. On the 27th, the fleet tug joined *Bolster* (ARS-38) and *Ute* (ATF-76) near Duc Pho, South Vietnam, to assist in salvaging *Clarke County* (LST-601). After much labor, they refloated the tank landing ship on 1 December. On 7 December, she relieved *Chanticleer* (ASR-7) as trawler surveillance unit. Relieved of that mission on the 23d, *Abnaki* steamed to My Tho where she picked up a tow on the 27th and shaped a course for Sasebo. However, the fleet tug stopped at Kaohsiung, Taiwan, from 6 to 19 January 1968 to have the patch on the hull of the barge she was towing replaced. Continuing on, *Abnaki* towed her charge into Sasebo on the 24th. On 30 January, she stood out of Sasebo on her way back to Pearl Harbor.

The ship reentered her home port on Lincoln's Birthday and began over a month of post-deployment standdown. From 18 March to 8 July, the ship resumed her familiar mid-Pacific duties. On 8 July, she entered the Pearl Harbor Naval Shipyard for an overhaul which lasted until 25 October. For the next month, she completed refresher training and preparations for overseas movement. On 26 November, *Abnaki* returned to sea, again bound for the Far East.

The voyage west brought stops at Guam and Subic Bay—where *Abnaki* delivered floating crane *YD-127*—before she reentered the combat zone off Vietnam. The tug arrived at Danang on the last day of 1968. On the morning of New Year's Day 1969, she departed Danang to pick up garbage lighter *YG-52* at Subic Bay. The ship arrived there on the 3d, departed the next morning with her charge in tow, and delivered it at Danang on the 8th before heading back toward Subic Bay that same day. En route, she received orders to Naha, Okinawa, to assist in the salvage of a grounded tank landing ship. She completed that mission on 19 January, reentered Subic Bay on the 24th, and headed back toward Danang on the 29th. The ship arrived there on the 31st

and, on 1 February, put to sea for a 21-day tour of duty on Yankee Station. Late in the month, she towed *Asheville* (PG-84) from Camranh Bay to Yokosuka. In March, she visited Tsoying, Taiwan, to train members of the Taiwanese Navy in salvage techniques. After a liberty call at Hong Kong early in April, the ship returned to Subic Bay until late in the month. She got underway on the 26th bound for Guam with *AFDM-5* in tow. She and her charge reached Apra Harbor on 15 May; and, on the 16th, *Abnaki* continued on toward Hawaii.

The fleet tug arrived in Pearl Harbor on 28 May and began post-deployment standdown and a restricted availability. She commenced local operations on 1 July and that assignment continued into 1970. Late in January of that year, *Abnaki* headed for the western Pacific and arrived in Subic Bay toward the end of the second week in February. Although most of that deployment was devoted to operations out of Subic Bay followed by visits to Sasebo and Hong Kong, the fleet tug made a voyage into the Vietnam combat zone when she visited Danang late in May. In mid-June, she headed back to Pearl Harbor where she arrived at the end of the month for operations out of that port into the spring of the following year.

On 29 April 1971, she pointed her bow westward once more to deploy with the 7th Fleet in the Far East. She made a stop at Guam before arriving in Subic Bay in mid-May. Later in the month, she voyaged to Vung Tau, South Vietnam, apparently to deliver a tow, because she departed the Vietnamese port on the same day she arrived. The Vietnam conflict does not appear to have played a major role in her 1971 deployment since she made only a few brief stops there—mostly at Vung Tau. She spent a large proportion of her time in and around Subic Bay and made port visits to Hong Kong; Singapore; and Ream, Cambodia. Late in September, *Abnaki* stood out of Subic Bay for Apra Harbor, Guam, on her way back to Pearl Harbor. After an eight-day layover at Apra Harbor, she continued her voyage to the Oahu base where she arrived on 20 October to resume Hawaiian operations.

Towing and training missions occupied her time until she put to sea on 21 August 1972 to rejoin the 7th Fleet in the western Pacific. Towing one Philippine minesweeper, escorting another, and making stops at Midway and Guam, *Abnaki* took over a month to make the voyage to Subic Bay. She arrived there on 28 September and remained until 3 October when she returned to sea to tow a floating crane to Vietnam. She arrived in Danang on 7 October, delivered her charge, and began duty as the standby salvage ship there. That duty involved staying in Danang harbor during the day to provide salvage services and putting to sea each night because of the threat posed by Viet Cong sapper-swimmers. She concluded that assignment on 20 October and then visited Hong Kong and Kaohsiung, Taiwan. The tug returned to Subic Bay in mid-November and then ended the year visiting such ports as Ream, Singapore, and Bangkok.

During the latter portion of this deployment, *Abnaki* made no voyages to Vietnam. Instead, she operated exclusively out of Subic Bay, breaking that routine but once during the second half of January 1973 for missions to Kaohsiung and Tsoying in Taiwan. On 20 February, she departed Subic Bay to return home. Along the way, the fleet tug made stops at Guam and Kwajalein before reentering Pearl Harbor on 13 March. Renewed operations out of Pearl Harbor lasted until 25 June 1973 when she got underway for a new home port—San Diego, Calif. The ship stood into her new base on 13 July and spent the remainder of the year either in port at San Diego or making tows to various points along the California coast. That employment continued into the New Year 1974. On 19 February, the ship entered the Fellows & Stuart Shipyard for a seven-month overhaul.

Abnaki completed the overhaul on 19 September and returned to San Diego the next day. Refresher training followed in October; and, at the beginning of November, she resumed west coast operations out of San Diego. During December 1974 and the first part of January 1975, she prepared for overseas duty. On the 11th, the fleet tug weighed anchor to begin her voyage to the Far East. She made only one stop—at Pearl Harbor from 20 to 22 January—before arriving in Subic Bay on 9 February. Two days later, she got underway to participate in Readex I-75 conducted in the South China Sea. Following that exercise, *Abnaki* visited Yokosuka and Sasebo in Japan. In March, she made a four-day liberty call at Hong Kong followed by a visit to Singapore. She returned to Subic Bay early in April but, on the 10th, got underway for Vung Tau where she salvaged the cargo door

of a C-5A cargo plane. After participation in Operation "Frequent Wind,"—the evacuation of Saigon—*Abnaki* returned to Yokosuka on 15 May for three weeks of upkeep before heading for the Marianas on 8 June. The fleet tug arrived at Guam on 13 May, loaded supplies destined for the natives of the Marshall Islands, and put to sea again on the 16th. After dropping the supplies off at several of the smaller atolls in the Marshalls, she continued on via Pearl Harbor to San Diego where she arrived on 13 July.

Operations along the California coast kept the tug busy until the beginning of October when she began an extended restricted availability at San Diego. The new year began with the ship still in port at San Diego. However, she embarked upon her first tow on 2 January 1976 and remained active—shuttling tows between various California ports for the first seven months of 1976. On 7 August, the ship left San Diego to join a Fijian minesweeper at Seattle, Wash., for the voyage to Fiji. The two ships got underway on 16 August and set a course for Pearl Harbor where they arrived on 24 August and remained a week for repairs to the minesweeper's communications equipment. En route to Suva, Fiji, *Abnaki* assisted a civilian auxiliary sailboat grounded on a reef at Palmyra Island and towed it to Christmas Island. *Abnaki* and the Fijian minesweeper arrived at Suva, Fiji, on 17 September. The American ship remained at Suva until the 21st when she got underway for Subic Bay. En route, she stopped at Kapingamarangi Atoll to drop off cargo for the natives and at West Fayu Island to investigate a suspected violation of territorial waters by a Japanese fishing trawler. She finally arrived in Subic Bay on 4 October.

The fleet tug conducted operations out of Subic Bay over the following month. On 7 November, she stood out of Subic Bay bound for Borneo. She made a five-day visit at Kuching and then got underway on 16 November for Puerto Princessa on Palawan in the southwestern Philippines. *Abnaki* returned to Subic Bay on 22 November and remained there until the 26th when she shaped a course for Hong Kong. At the crown colony from 29 November to 9 December, she combined business with pleasure, serving as station submarine service ship while portions of her crew enjoyed liberty ashore. The ship returned to Subic Bay on 11 December and remained until the 19th. On the latter day, she shaped a course for the Marianas. *Abnaki* arrived at Guam on Christmas Eve day 1976. On 29 December, she headed for Kwajalein to embark Rear Admiral Carroll, Commander, Naval Forces, Marianas, for transportation to Kusaie Atoll for its independence celebration. The round-trip voyage from Kwajalein to Kusaie took from 2 to 6 January 1977. On 8 January, *Abnaki* sailed to Guam where she picked up two yard craft to tow to Pearl Harbor. Departing Guam on 12 January 1977, she dropped off her charges at Pearl Harbor on 13 February, resumed her voyage to the west coast the following day, and reached San Diego on 22 February.

Abnaki spent the remainder of her Navy career operating along the west coast. Following post-deployment standdown and an extended availability, in May, she resumed towing and other operations along the California coast including surveillance operations, other fleet services, and training evolutions. At the beginning of 1978, *Abnaki* towed a cable-laying ship to Panama. During that voyage, she also made a call at Esmeraldas, Ecuador, before returning to San Diego on 12 February 1978. Normal operations along the west coast occupied her time from mid-February until April. The first week in April brought fleet exercises followed by a resumption of fleet services. During the first half of June, *Abnaki* participated in another series of fleet exercises and then resumed her usual west coast missions.

On 15 August 1978, *Abnaki* began preparations for decommissioning and transfer to the Mexican Navy. She was placed out of commission on 30 September 1978 and was simultaneously transferred to the Mexican Navy. Her name was struck from the Navy list that same day, and she was commissioned in the Mexican Navy as *Yaqui* (A-18), Lt. Gutierrez in command.

Abnaki earned three battle stars for service during the Korean conflict and 10 battle stars during the Vietnam war.

Abner Read

Abner Read—born on 5 April 1821 in Urbana, Ohio—studied at Ohio University, but left that institution a year before graduating to accept a warrant as a midshipman, effective 2 March 1839. Assigned to *Enterprise*, he departed New York harbor in

that schooner on 16 March 1840 and proceeded to South American waters where he served—first in *Enterprise* and then in *Delaware*—until the latter sailed for home early in 1844.

Following a year of study at the naval school in Philadelphia, Read was promoted to passed midshipman on 2 July 1845. *Dolphin* then took him to the Atlantic coast of Africa where she operated against slavers through the summer of 1847.

Next ordered to *Fredonia*, the promising young officer departed New York in that storeship on 9 January 1848 and proceeded to Veracruz where she arrived a week after the signing of the treaty of Guadalupe Hidalgo. His vessel promptly began issuing supplies to the warships of Commodore Matthew C. Perry's squadron and continued such duty until heading home in June.

Fredonia again left New York on 11 December 1848, bound for California. Gold recently had been discovered there, greatly increasing the importance of and the interest in that newly acquired territory. The ship proceeded south along the Atlantic coast of the Americas, rounded Cape Horn, reached San Francisco Bay on the last day of July 1849, and operated on the west coast during the most tempestuous year of the gold rush. She got underway homeward on the 4th of July 1850, and reached New York on 7 January 1851.

Leave and a tour of duty in *Union*, the receiving ship at Philadelphia, ensued before Read reported to the side-wheel steamer *Saranac* in the autumn of 1853. She took him to the Mediterranean, but he left that ship while she was still in European waters and returned to the United States for duty at the Portsmouth (N.H.) Navy Yard.

Meanwhile, Read had been rising in rank. He received his commission as master effective 12 April 1853 and was promoted to lieutenant on 6 February 1854.

Read joined the wardroom of the sloop-of-war *Falmouth* in the fall of 1854, departed Norfolk, Va., in her on 16 December 1854, and cruised through the West Indies unsuccessfully seeking information concerning *Albany*. That sloop-of-war had departed Aspinwall, Colombia (now Colon, Panama), on 29 September 1854 and had not been heard from since sailing.

Soon after *Falmouth* returned to New York in August, Read was shocked to be "dropped from the Navy" on 13 September 1855 in compliance with the recommendation of a board of officers charged with carrying " . . . into execution an act [of Congress] to promote the efficiency of the Navy." He appealed this decision and was reinstated in rank by a board of inquiry in 1858.

His first ship following his return to duty was *Supply* which departed New York in the autumn of 1858 and took him back to South American waters as a part of Commodore Shubrick's expedition to demand an apology and retribution for the death of *Water Witch's* helmsman. That sailor had been killed by fire from Paraguayan batteries upon his side-wheel steamer as he explored the Parana River and its tributaries. Following the resolution of the dispute between the United States and Paraguay through diplomacy backed by a highly visible display of American seapower, *Supply* operated off the coast of Africa, along the Atlantic coast of the United States, and in the Gulf of Mexico.

Supply arrived at Pensacola, Fla., on 7 December 1860, just a month and a day after Lincoln was elected President, precipitating the secession crisis. A bit over a week later, *Wyandotte* entered the navy yard at that port to have her hull scraped. That screw steamer was short of officers due to the resignation of Southerners, so Read was detached from *Supply* and assigned to the new arrival. In her he helped to prevent Fort Pickens from falling into Confederate hands. However, while doing so, he became ill and was sent home to recuperate.

Ready for duty again, Read took command of the newly acquired *New London* when she was commissioned at New York on 29 October 1861. Assigned to the Gulf Squadron, his screw steamer was stationed in Mississippi Sound where—shortly before midnight on 21 November 1861—she joined screw gunboat *R. R. Cuyler* in taking the lumber-laden schooner *Olive*. In ensuing months, *New London* took over 30 prizes. Her success was so remarkable that Flag Officer Farragut felt that he must hold *New London* in his new command even though she had been assigned to the eastern group when the Navy divided its forces in the gulf into two squadrons. " . . . Lieutenant Read's having made her such a terror to the Confederates in this quarter," he explained, " . . . that justice to the service required me to keep her . . ." She was, he maintained, " . . . absolutely necessary to command the inland passage"

Read and his ship were ever ready to face up to any challenge which confronted them. When he found "... two rebel steamers . . . at Pass Christian . . ." on 25 March 1862, *New London* headed straight for the Southern ships—CSS *Pamlico* and CSS *Oregon*—and drove them off to the protection of Southern shore batteries after a two-hour engagement.

A bit over a year later, on 18 April 1863, Read—who had been promoted to lieutenant commander on 16 July 1862—led a boat expedition which landed near the lighthouse at Sabine Pass. It was attacked by a large force of Confederate troops who had been hiding behind the light keeper's house. All but one member of Read's crew were wounded as they raced back to their boat and rowed to *New London*. Read himself suffered a serious gunshot wound of the eye. Yet, despite his painful injury, he remained on duty until *New London* returned to New Orleans late in May for repairs.

While work on *New London* was still in progress, Read was detached from her on 22 June and ordered to relieve Capt. Melancton Smith in command of *Monongahela*. Six days later, his new ship headed up the Mississippi to defend Donaldsonville, La., which was then being threatened by Southern troops. As its beleaguered riparian fortresses at Vicksburg and Port Hudson were about to slip from its grasp, the Confederacy was struggling desperately—albeit vainly—to maintain some hold on the river. *New London* spent the ensuing days patrolling the Mississippi between Donaldsonville and New Orleans. On the morning of 7 July 1863, Southern forces opened fire on the ship with artillery and musketry when she was about 10 miles below Donaldsonville. A shell smashed through the bulwarks on her port quarter wounding Read in his abdomen and his right knee. He was taken to a hospital at Baton Rouge where he died on the evening of the next day.

Farragut and the other officers of the squadron were lavish in praise of their fallen comrade. The admiral said that Read had "... perhaps done as much fighting as any man in this war . . ." "The very mention of his name," Farragut maintained, "was a source of terror to the rebels." On another occasion, the Admiral said, "I know nothing of him prejudicial as a man, but I do know that no Navy can boast a better officer and I deem him a great loss both to the Navy and to his country."

(DD-526: dp. 3,050 (f.); l. 376'6"; b. 39'4"; dr. 17'9"; s. 35.5 k.; cpl. 321; a. 5 5", 8 40mm., 7 20mm., 10 21" tt., 2 dct., 6 dp.; cl. *Fletcher*)

Abner Read (DD-526) was laid down on 30 October 1941 at San Francisco, Calif., by the Bethlehem Steel Co.; launched on 18 August 1942; sponsored by Mrs. John W. Gates, the wife of Capt. Gates; and commissioned on 5 February 1943, Comdr. T. Burrowes in command.

The destroyer held shakedown along the California coast into April and then got underway with Task Group (TG) 51.2, bound for the Aleutian Islands. She assumed patrol duties on 4 May and, on the 11th, shelled targets on Attu Island supporting soldiers of the Army's 7th Division who landed and were assaulting that island. The destroyer again bombarded Attu on the 16th before returning to San Diego, which she reached on the last day of May.

After two weeks in drydock at San Francisco, *Abner Read* got underway on 14 June for Adak, Alaska. Upon her arrival there, she joined Task Force (TF) 16 and, soon thereafter, began patrolling the waters around Kiska Island. On 22 July, as part of TG 16.22, she took part in a heavy bombardment of Kiska. Between 12 and 15 August, the destroyer again shelled Kiska in support of landing operations on that island. On 17 August, American forces discovered that Japan had removed its forces from the island. While she was patrolling off Kiska that night, *Abner Read* was shaken by an explosion aft at 0150. The exact cause of the blast was unknown, and it was later thought that the destroyer had struck a mine. The concussion tore a huge hole in her stern and ruptured her smoke tanks. Men sleeping in aft compartments suffered from smoke inhalation. In the darkness, a few men fell through holes in the deck into fuel oil tanks below. Soon the stern broke away and sank. Once in the water, the men recovered from the effects of the smoke and could breathe. *Abner Read* was taken under tow by *Ute* (AT-76) at 0355 and was pulled to Adak for temporary repairs. The destroyer lost 70 men who were killed or missing, and another 47 were wounded.

Following a month of repair work in various Alaskan ports,

Abner Read was towed by *Oriole* (AT-136) to the Puget Sound Navy Yard, Bremerton, Wash., where she was laid up on keel blocks on 7 October to receive extensive repair work. The yard work was finished on 21 December 1943, and the destroyer commenced training exercises and trials. She moved to Pearl Harbor in February 1944; and, while she was underway for Hollandia, New Guinea, her starboard propeller was damaged. This accident required her to put in to Milne Bay, New Guinea, on 1 March for repairs. The ship was then attached to TF 75 and participated in the bombardment of Hollandia on 22 April. She provided fire support for the initial landing at Humboldt Bay by the central attack group in Operation "Reckless." Her next targets were on the Wakde Islands off the coast of Dutch New Guinea. She sought to neutralize Japanese airstrips located there by concentrated bombardment, which she conducted on 30 April. *Abner Read* then moved on to Wewak and, on 12 May, bombarded Japanese batteries which had been hindering the efforts of American motor torpedo boats to destroy enemy barge traffic.

The destroyer rendered fire support for the landings at Arara, New Guinea, and bombarded the Wakde-Toem area on 17 May. As part of TG 77.3, she pounded Japanese targets on Biak in the Schouten Islands. From 8 to 9 June, she was involved in an engagement with a Japanese task force off the north coast of Biak. *Abner Read* took part in a night bombardment of Wewak on 18 and 19 June. Her next target was Noemfoor Island, which she hit on 2 July to cover the landing operations on the island. Following this extended period of action, she retired to Seeadler Harbor for tender availability.

Getting underway on 8 August, *Abner Read* made a trip to Sydney, Australia, before returning to warlike activities in the Pacific. The destroyer supported the seizure on 15 September of Morotai Island in the Halmahera group. Her next action was a shore bombardment on Ponam Island in the Admiralties on 7 October. On 17 October, she then began steaming toward Leyte Gulf, and she entered San Pedro Bay on the 20th, D day for Leyte, and patrolled off the beachheads in ensuing days.

In the hope of turning back the American invasion, the Japanese struck back fiercely with sea and air power. On 1 November, the Japanese launched kamikaze attacks on members of TG 77.1, which was patrolling lower Leyte Gulf to protect a beachhead. At approximately 1341, a "Val" burst into flames and crashed toward *Abner Read*. A bomb from the raider dropped down one of the destroyer's stacks and exploded in her after engine room. The plane, in the meantime, came down diagonally across the main deck, setting fire to the entire after section. The ship lost water pressure and this made firefighting efforts impossible. At 1352, a tremendous internal explosion occurred, causing her to list about 10 degrees to starboard and to sink by the stern. At 1415, *Abner Read* rolled over on her starboard side and sank stern first. Destroyers quickly came to the aid of survivors and rescued all but 22 members of *Abner Read*'s crew.

Abner Read received four battle stars for her World War II service.

A second destroyer, DD-769, was assigned the name *Abner Read*; but her construction was cancelled on 12 September 1946.

Abraham

(SwStr: t. 800)

Early in the Civil War, *Victoria*—a side-wheel steamer built at Elizabeth, Pa., in 1858 and based at St. Louis—was acquired by the Confederate Government for service as a troop transport on the waters of the Mississippi River and its tributaries. In the spring of 1862, Union warships of the Western Flotilla—commanded at first by Flag Officer Andrew H. Foote and then by Flag Officer Charles H. Davis—relentlessly fought their way downstream from Cairo, Ill. On 6 June, they met Southern river forces in the Battle of Memphis and won a decisive victory which gave the North control of the Mississippi above Vicksburg. Later that day, the Union gunboats found and took possession of several Confederate vessels moored at the wharf at Memphis. *Victoria* was one of these prizes.

Davis used the riverboat as a storeship and an inspection vessel for his flotilla until that organization—an Army outfit commanded by naval officers—was transferred to the Navy on 1

October and renamed the Mississippi Squadron. A fortnight later, on the 15th, *Victoria* was renamed *Abraham* and, under the command of Acting Ensign William Wagner, continued to serve the Union cause in the same capacity. While not exposed to the hazards of combat, the ship constantly suffered the perils of life on the upper Mississippi and, on several occasions, was threatened by fires on nearby vessels. For example, on the night of 7 February 1863, she moored astern of *Glide* when that gunboat caught fire; and *Abraham* only escaped when *Glide* was cut adrift, pushed out into the current by the tug *Dahlia*, and allowed to drift downstream.

On 9 May 1864, *Abraham* moved from Cairo to Mound City, Ill., where she served through the end of the Civil War. After the collapse of the Confederacy, *Abraham* was taken out of service and laid up at Mound City until sold there on 30 September to L. C. and R. N. Alexander. Redocumented *Lexington* on 16 March 1866, the side-wheeler served private interests on the Mississippi until she caught fire at Algiers, La., on 3 February 1869 and burned until she was a total loss.

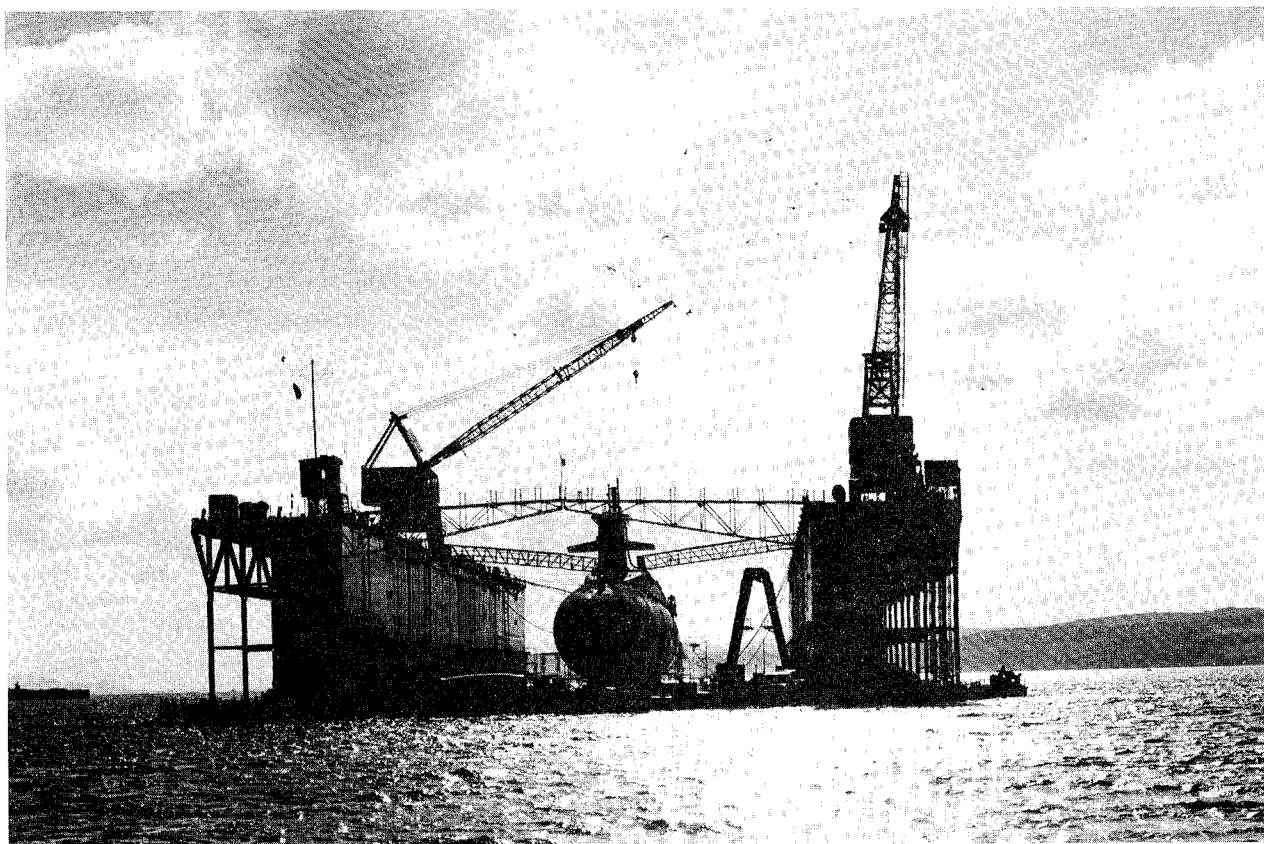
Abraham Lincoln

Abraham Lincoln—born on 12 February 1809 near Hodgenville, Ky.—lived in Kentucky until the age of seven. At that time, his family moved to southwestern Indiana where they lived until 1830. During the sojourn in Indiana, Lincoln made a trip down the Mississippi to New Orleans, La., that probably provided his first face to face confrontation with slavery as an adult. In 1830, Lincoln moved to Illinois with his father's family but struck out on his own the following year. He hired on for another flatboat trip to New Orleans, and, upon his return, the promoter offered him a job in his store and mill in New Salem, Ill. Unfortunately, both businesses failed within the year. At the time when Lincoln's livelihood became precarious, Chief Black Hawk and his Sac

Indians had the impertinence to try to take Illinois back from the white man. Lincoln joined the local militia company, and his personal popularity won him election to the office of captain. His lone opportunity for military distinction came to naught, however, for, to paraphrase his own words, all he ever chanced to fight were mosquitoes.

Returning to New Salem, Lincoln tried his hand at a succession of occupations—among them postmaster, surveyor, and store owner—before settling upon the unlikely choice of law. Unlikely because he had only about a year of formal schooling to his credit. On the other hand, as a youth he had learned to read, write, and to do arithmetic and had become an avid reader. In addition, the study of law in the early 19th century could be rather informal in general, and admission to the bar on the frontier was even more so. In any event, he obtained his license to practise law on 9 September 1836 and, the following year, moved to Springfield, Ill., where he became partner to his friend and legal and political mentor, John T. Stuart.

His interest in politics actually predated his legal career and, to a great extent, provided the impetus to it. He made an unsuccessful bid for a seat in the state legislature soon after his return from the Black Hawk War. In 1834, however, his efforts succeeded, and he was reelected in 1836, 1838, and 1840. Active in the state Whig leadership, he was the party's candidate for speaker twice and, though defeated, served effectively as the party's floor leader. It was during this period of his life that Lincoln's misgivings about the institution of slavery took on more concrete form, and, though he lacked the fanatical zeal of the Abolitionists, Lincoln became a determined antislaver. In 1846, Lincoln ran for the United States House of Representatives and defeated his Democratic opponent, Peter Cartwright, handily. In Congress, he opposed the war with Mexico but recognized the need for unity in its prosecution and so voted for the appropriations needed to carry it out successfully. Interestingly enough, his



Abraham Lincoln (SSBN-602) in *AFDB-7* at Holy Loch, Scotland, 19 March 1963, in this view taken by Photographer 1st Class Van Den Handel. *AFDB-7* was later named *Ability*. (USN 1079204)